

Above: herring vessels tied up at Douglas port after the season closed last Thursday.  
Below: *Serina* from Peterhead and (bottom) *Patricia Campbell*, another of the Douglas registered vessels.

## HERRING SPREE OVER

THE SHORT but eventful Manx herring season closed prematurely last Thursday and catches earned just over £3m. With quality of fish poor during the early part of the fishing, this figure was well down on last year's £4.4m.

Fishing was suspended several days earlier than expected when officials considered that the 8,100-tonne TAC had been reached. A further 900-tons had been allocated to the Irish fleet.

Royal Navy helicopters and a gunboat have now moved in for a daily "poacher patrol" to ensure nobody defies the controversial ban.

### Curtailed

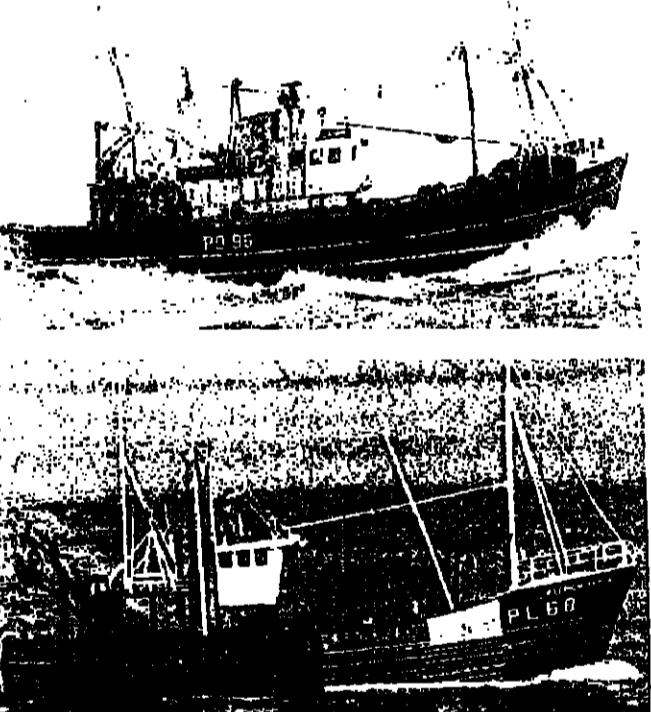
News of the early end to the season was broken to fishermen last Wednesday following meetings with their various associations, the processors, the Manx Board of Fisheries and others.

Lawrence Corlett, secretary of the Board, said they took the decision after calculations were made and it was thought the TAC had been achieved.

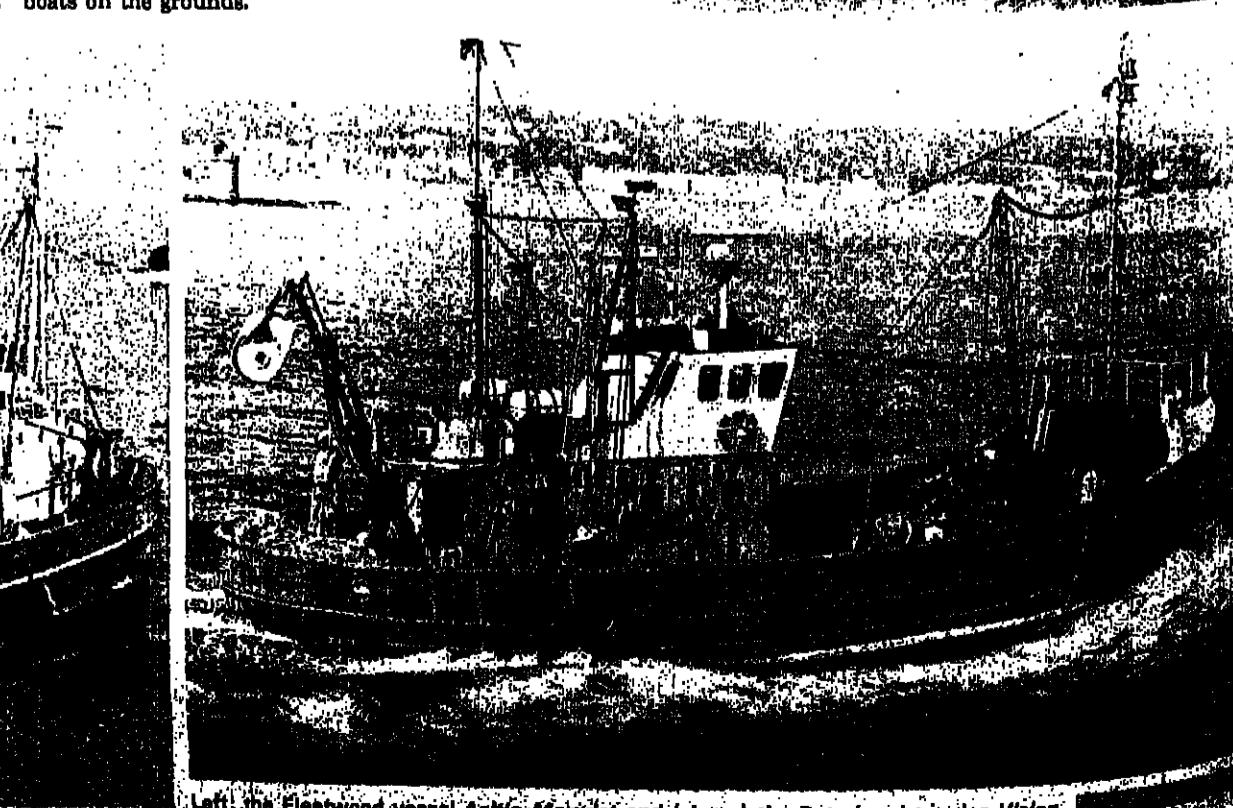
"There might be a slight shortfall," he said, "but it's better to be a few tonnes under than to overshoot by one unit."

Prices when the ban started had been as little as 235 per unit of around 300 fish. This was attributed to a slackening in demand from the Continental and Scandinavian buyers who were fast running out of barrels to ship their purchases away in.

The fishery is now closed until the New Year.  
In this picture report we take a look at some of the visiting boats on the grounds.



Above: *Loyal Friend* coming into Douglas and (below) *Camellia*, FR287.



Left: the Fleetwood vessel *Ayrton Margaret* and (above) the Peterhead trawler *Vision*.

## SPANISH DEAL - IRISH OUTRAGED

MINISTER John Silkin was continuing his blockading tactics in the EEC at the weekend by opposing an increase in licences for Spanish vessels on a permanent basis. At the same time Irish fishermen were outraged by the temporary agreement with Spain, which they claim is selling away their waters.

Mr. Silkin invoked the cent report from ICES revising stock estimates upwards. Officials strongly deny that any "paper fish" have been created to satisfy Spanish demands. However, the improved regime is also the result of intense Spanish political pressure culminating in a visit by Calvo Sotelo, Spanish Minister responsible for EEC relations to Brussels on September 15. He had a long interview with Fisheries Commissioner, Finn Olav Gundelach.

He used the same argument as with the Norwegian framework agreement: namely that there could be no progress on the external parts of the Common Fisheries Policy until the internal parts had been settled.

Similarly, he insists that there must be a global agreement on the CFP rather than a series of salami agreements. However, the German President of the EEC Fisheries Council, Joseph Ertl, pointed out that as the UK has already signed framework agreements with Sweden and the Faroe Islands, her policy is inconsistent.

All this was difficult for Mr. Silkin to understand. He demanded clarification and held up approval of the interim regime for three hours, thus establishing once again the UK's right of veto and the impossibility of the EEC fishing measures being pushed through by the other member states using majority voting.

"Treason" was how Joey Murrin, chairman of the Irish Fishermen's Organisation, described the welcome to the agreement given by Fisheries Minister, Brian Lenihan.

"What had been done amounted to selling away 75 per cent of Irish fishing rights," he said.

While Mr. Lenihan had described the agreement as a major breakthrough, Mr. Murrin said it was "a bloody bad deal."

In the deal, Mr. Murrin said that the area talked about was predominantly in

the hake quota has also been raised from 2,650 to 4,500 tons. This follows a re-

COMMENT  
ONCE AGAIN Minister John Silkin has invoked the wrath of the EEC with his blunt attitude towards conservation. The action that he has taken on minimum mesh sizes for Norway lobster and the extension of the pout box is just the start of a package of measures which are bound to set a few blood vessels popping in Brussels among people who go on talking about conservation, but are prepared to do nothing about it.

As these measures are non-discriminatory, British fishermen will suffer along with their EEC counterparts and while supporting Mr. Silkin there are, of course, questions being asked about the Minister's overall strategy.

Far from there being strategy, it appears to us that a balancing act is taking place. Mackerel is being seen as a banker to tide the industry over until the slowdown on herring and the cut-back on haddock fishing allows these stocks to recover. Mr. Silkin's acceptance of the massive TAC on mackerel suggests that he is quite willing to allow the mackerel to be decimated as the price to pay for keeping boats fishing.

Whether this is right or wrong depends on which part of the country a fisherman comes from.

The big danger is that while we have mackerel at present to play with, without the shore-based facilities we have no control of the market. The reliance on Nigeria and the communist countries for the bulk of our mackerel exports puts us in a very vulnerable position. And if the price drops, Mr. Silkin's banker could turn into a joker.

THE SKIPPER of a Spanish trawler caught poaching 38 miles inside British waters was fined £16,000 with £160 costs by Plymouth magistrates on Monday. The vessel was ordered to be detained until the fine and costs are paid.

Earlier this month another Spanish skipper was fined £15,000 for a similar offence. On Monday Juan Jose Zubicaray, skipper of the 100ft. trawler *Chernaya*, admitted fishing in British waters without a licence.

Robert Leest, defending, said the trawler was much smaller than the Scottish boats expected soon in the south-west.

Mr. Leest said there was a rumour that the Spanish Government ran a fund for skippers caught without a licence but this was not so. He said Juan Zubicaray and his three partners would have to raise the fine themselves, or forfeit their £250,000 vessel to the court's bailiffs.

In conclusion, he said the vessel *HMS Guernsey* had position was fixed by the navigation officer who found them — less than one-third of several Spanish vessels arrested in June, ordering the fleet.

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## £16,000 fine

A boarding party found less than half-a-ton of fish on board — mostly hake worth about £300. The skipper admitted having no licence to fish.

Robert Leest, defending, said the trawler was much smaller than the Scottish boats expected soon in the south-west.

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In conclusion, he said the vessel *HMS Guernsey* had given no assurance at all to pay their fishermen's fines.

The fine was paid on Wednesday and, therefore, 38 miles day and she sailed off.

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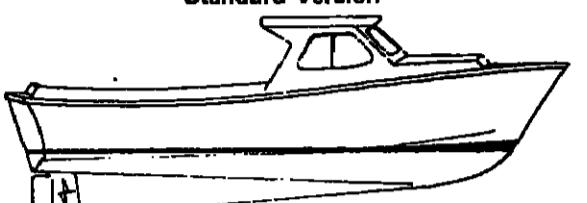
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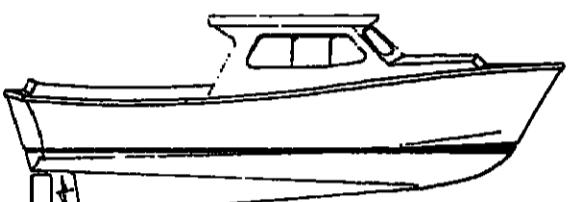
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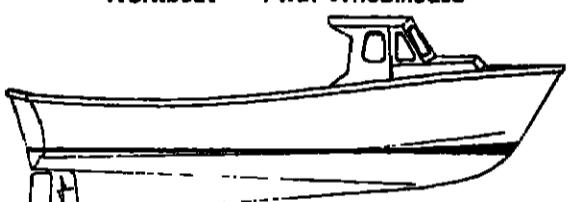
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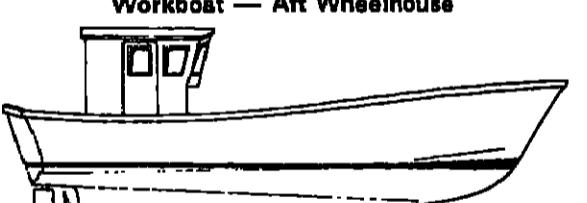
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## MASSIVE FISH TRADE GAP AS EXPORTS FALL

BRITAIN'S trade deficit on fish products rocketed to a record £77m. in the first seven months of this year. In July imports reached £24m. — a rise of nearly 13 per cent on June. The trade gap was widened when exports fell by 17 per cent.

Frozen fish represented the biggest drop in exports during July, falling to just over £2m. compared with £2.7m. in June.

In the first quarter of this year, exports of fresh and frozen white fish were 13 per cent up on the previous year and this reflects the massive contribution being made by the mackerel fishing off the south-west of England. According to the White Fish Authority's *Supplies Bulletin*, mackerel ex-

ports were 773 per cent up on the previous year.

Fresh and frozen mackerel now represents 77 per cent of total exports of fresh and frozen white fish.

### Reliance

Although Nigeria was the biggest customer for British caught mackerel this year taking 21,502 tonnes, the *Supplies Bulletin* reveals the growing reliance on Communist transhipping operations.

Bulgaria topped this list with 13,187 tonnes, followed by the Soviet Union (10,970-tonnes) and East Germany (6,770-tonnes).

A full break-down of the trade figures for July will be given in our *Fish Handling* supplement, October 13.

## Port's third record

THE LOWESTOFT port record has fallen for the third time this month. On Monday *Boston Sea Fury* (pic above) put ashore a sc 13 which made £21,784 for a 12-day trip.

Commanded by skipper Victor Crisp, the vessel returned from a 12-day trip. Her 867-kil included 301 tonnes and 183 of cod.

This new record has

beat the performance by *Philip* last week. With a successive record-breaking trip, *St Philip* had put

figures up to £21,736.

Having now carefully

studied the scientific advice for a cull to take place over the next six years, the federations now feel that the cull is needed to save the

substantially increased seal

population is having a

devastating effect on fish

stocks — including some of

the prime human consump-

tion species — which are

already under very severe

pressure from all directions.

## TWENTY-FIVE FACTORY SHIPS FOR CORNWALL

SCOTTISH fishermen began negotiations last week aimed at making Falmouth the base for their biggest-ever fishing operations off Cornwall.

Jim Lovie, chairman of the Scottish Fishermen's Organisation, predicts that there will be up to 180 trawlers in the south-west mackerel fishery this winter — twice as many as last season. Of these 100 will be Scottish — compared with 40 last season.

Mr. Lovie also predicts up to 25 Eastern block factory ships in Falmouth Bay and Carrick Roads compared with an average of about 18 last season, which saw the introduction of the processing and transhipping operations of Falmouth.

If the plans materialise, the purse seiners and pair trawlers will start arriving in the area in late October.

Management at Falmouth Docks, part of British Shipbuilders, have had a first round of talks with Mr. Lovie, Mr. W. J. Lyon-Dean, chairman of the Herring Industry Board, and Robert McNab, the SFO's accountant.

The SFO wants to use Falmouth as a base for fuelling, watering and berthing facilities.

He says the deal could be worth around £8,000,000 for Falmouth in terms of the dockyard services, the regular purchase of bulk supplies of

food and other provisions from the town, and the spending activities of fishermen coming ashore.

Mr. Lovie anticipates that up to 95 per cent of the fish caught would be sold and transhipped at sea to the Eastern block factory ships.

If the plans materialise, the purse seiners and pair trawlers will start arriving in the area in late October.

The Falmouth move follows the herring ban elsewhere and the news that the Government will allow in the region of 100,000 tons of mackerel to be caught off the south west this winter.

A windfall for Falmouth traders could be bad news for Cornish fishermen. For them, the arrival of yet more

mackerel will be here in five years' time as they are now.

"I assume the Government is orientated towards international wheeling and dealing, trading Cornish mackerel for Russian cod. A few years at this level of fishing will kill the mackerel fishery and I don't suppose the Government will really care."

"The fact that 400 or 500 families down here might not be able to make a living any more in the winter doesn't seem to bother the Government so much."

"I imagine the Scottish vote — and the vote in Grimsby and Hull — is a lot more valuable to the Labour Government than the Cornish vote, which they don't expect

to get anyway."

He added: "I don't seriously think that any of the Scottish or east coast boats welcome the increase in the catch quotas."

"I don't think you will find a single Cornish hook and line fisherman who seriously believes that the mackerel will be here in five years' time as they are now."

"I assume the Government is orientated towards international wheeling and dealing, trading Cornish mackerel for Russian cod. A few years at this level of fishing will kill the mackerel fishery and I don't suppose the Government will really care."

David Mudd, MP for Falmouth — Camborne, commented: "While in the short term it could mean a great deal of revenue for Falmouth, would this not be at the cost of the Cornish fishing industry? Could it be short-term gain, long-term disaster?"

After his talks at Falmouth Docks, Mr. Lovie and his colleagues met Captain David Banks, Harbour Master and Clerk to Falmouth Harbour Commissioners.

Captain Banks gave them

copies of the letter recently

circulated to all masters of

the Eastern block vessels working at Falmouth last season, urging measures to reduce noise, smell and anchor-dragging, which prompted numerous complaints.

"I hope there will be no snags," said Captain Banks. "We weren't really prepared for last season's operations, and we hope this year's operations will be more controlled."

## Claim when training

SHARE fishermen going on full-time training courses can claim credits for contributions paid to the Department of Health and Social Security.

Following enquiries from members, the Fisheries Organization has been looking into the situation and has obtained the following information from the DHSS.

Leaflet NI 125, obtainable from local offices of DHSS, shows that it is possible for a share-fisherman undergoing a course of full-time training to be given credits for weekly contributions. This is subject to certain conditions set out in the leaflet.

These conditions which are contained in Regulation 7 of the Social Security (Credits) Regulation 1976 relate to the contribution record, length of course and age (over 18 before the beginning of the tax year in which the training period occurs).

Claims to contribution credits must be made on Form CF55C (also obtainable from the local office of the DHSS) to the DHSS General Section, Records Branch, Newcastle-upon-Tyne, NE9 1XX.

If the application is approved, a formal "certificate of attendance at a course of training" will be required which should be completed and returned at the end of the course. Credits awarded will then be added to the fisherman's records.

## Scots back seal cull

SCOTTISH FISHING representatives have come out in support of a proposed cull of grey seals at Orkney, North Ronald and the Western Isles.

The Scottish Fishermen's Federation and the Scottish Office of the British Fishing Federation have been reluctant to comment in the public debate surrounding the cull.

A joint statement says: "Whilst we appreciate the

sensitivity of the whole question of seal culling, and also respect the sincerity of the

opinions held by those who

oppose it, scientific facts

clearly demonstrate that the

substantially increased seal

population is having a

devastating effect on fish

stocks — including some of

the prime human consump-

tion species — which are

already under very severe

pressure from all directions.

"Indeed the fishing in-

dustry is currently suffering

very painfully, in both

human and economic terms,

from the imposition of catch

controls throughout all the

areas in which it has

traditionally operated and

this is quite irreconcilable

with a situation which per-

mits a growing seal popula-

tion to make such substantial

inroads into valuable human

consumption fish stocks."

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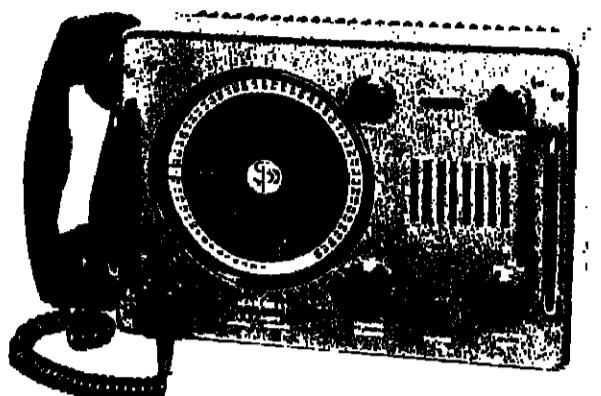
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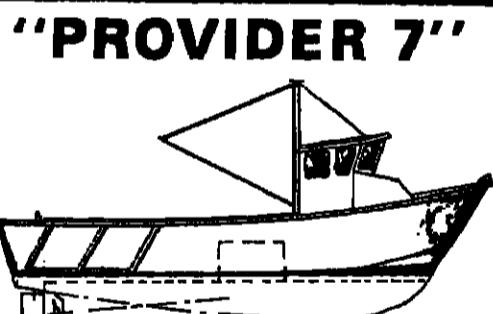
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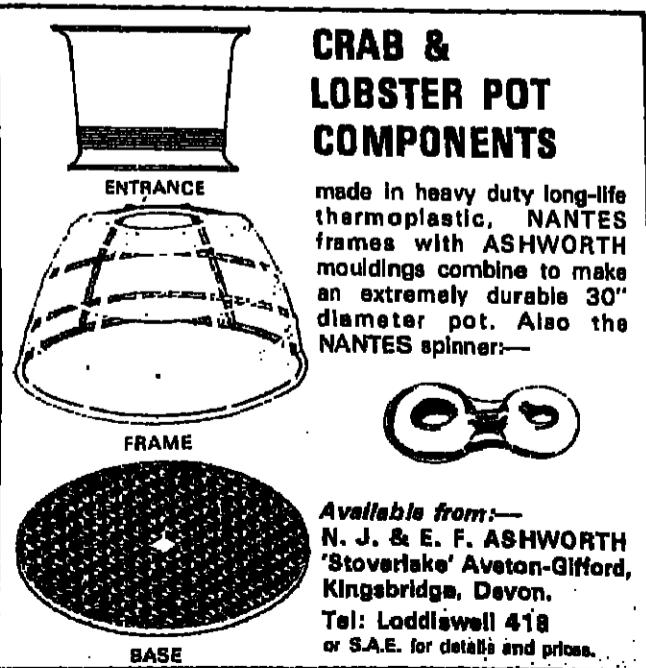
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# BIRD CULL BID TO SAVE COCKLES

COCKLE gatherers in the Burry Inlet near Swansea, South Wales, are launching a campaign to persuade the Fisheries Ministry to allow a cull of oyster-catchers which feed on cockles during the winter.

After several years of poor production from local cockle beds there has been excellent spatfall of young cockles this summer.

By next summer these small cockles will have grown to fishable size — if the beds are not decimated by flocks of oyster-catchers which overwinter in South Wales.

## Consume

Studies have shown that each bird can eat up to 500 cockles per day and it has been calculated that the oyster-catchers can consume more cockles than are taken by the local fishermen.

Now, with the backing of the local MP, Ivor Davies, and members of the South

Wales Sea Fisheries Committee, the gatherers are hoping to pressure the Ministry to allow a limited cull.

Scientists have found that oyster-catchers prefer small cockles which are below the minimum commercial size.

Previous culls have been

allowed by the Ministry, but

strong objections have been

raised by bird protection

interests. During the past two

years, because cockle stocks

were low, the culls were dis-

continued.

Local cockle fishermen argue that if the oyster-catcher population could be kept at around 11,000 birds, then there would be enough cockles for them and the

gatherers to consume more cockles than are taken by the local fishermen.

Now, with the backing of the local MP, Ivor Davies, and members of the South

Wales Sea Fisheries Committee, the gatherers are hoping to pressure the Ministry to allow a limited cull.

In 1976 they presented a 65,000-signature petition to the Home Office calling for the oyster-catchers in the Burry Inlet to be given the same protection as oyster-catchers elsewhere in the United Kingdom.

In some years over 20,000 of these attractive black and white birds migrate south from Scotland and Scandinavia to winter in the Burry Inlet.

## Decline

"They go for the small cockles and, after they have finished feeding, the beds are a scene of devastation," says Ethel Coglin, a cockle picker for 22 years.

Gower MP, Ivor Davies, is firmly on the side of the cockle-gatherers. "We must help to conserve the local fishery which is already in decline," he says.

"Given sensible culling to keep the oyster-catcher population under control, I believe that we could save

the jobs of those still living and, possibly, see a return to previous levels."

The MP has already visited the cockle beds and is planning another visit in October when the oyster-catchers are at their peak numbers.

Last week scientists from the Fisheries Laboratory, Burnham-on-Crouch, surveyed the Burry Inlet to assess the decline of the beds during investigations into the decline of the fishery. So far the Ministry has not made any comment on the state of the stocks, local opinion is that this is best spatfall for the future.

They believe the last important fishery on the Burry Inlet is at old levels, when 100,000 cwt. of cockles were harvested each year.

South Wales Sea Fisheries Committee believes that it can only be achieved with some control of the bird population, although it is widely appreciated that any future culling will result in a long-term battle with bird-lovers and other conservationists.

## Aberdeen ship in at Hull

THE ABERDEEN-based trawler *Glen Coe* was the only wet fish vessel to discharge at Hull on Monday.

She realised £20,095 for 1,335 kits after a 14-day home water trip under the command of Skipper J. Simpson. Some 1,270 kits of the catch were coley which ranged from £1.35 to £18.50 per kit.

The turnout also included seven kits of cod which made from £45 to £51.25 each; six kits of codling (£26.25 to £40.50); and 33 kits of haddock (£17 to £27).

Hull was without any Tuesday wet fish landings but received about 1,300 boxes of fish sent overland from inland ports.

On Wednesday Hull had a further fresh discharge from another Aberdeen-based trawler, the *Glen Carron*, which grossed £19,594 for 1,324 kits including 1,317 of coley. This vessel (Sk. P. Thundercliffe) had been out 10 days in home waters.

RICHARD IRVIN and Sons Ltd. of Aberdeen, one of Britain's top fishing vessel owners, managers and fishers, have set up a base at Penryn, near Falmouth.

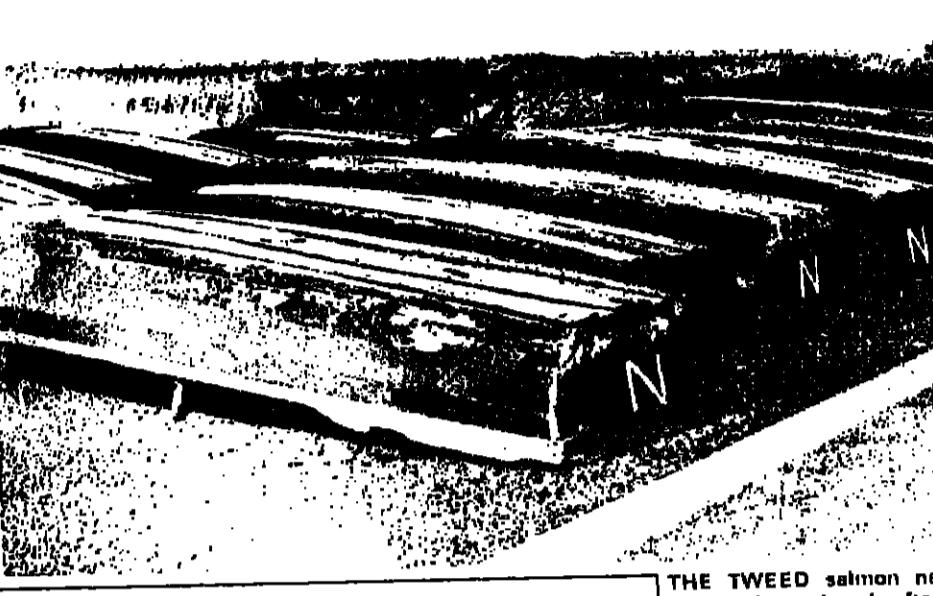
The firm has bought the same manner as us. an office block and "We try to take the store formerly owned by Atkinson Electrical and Engineering Ltd., from where it is offering the skippers' shoulders so that they can go out and do their job — catching fish — while we do all the paper work, book work and Government department's work for them.

"We think we have something to offer the local fish trade," said Penryn manager Ian Thompson.

"In the past, when we have been down here on the mackerel fishery, we have found that there were no salesmen working in Mr. Thompson.

# IRVIN BRANCHING OUT IN CORNWALL

**'Light' season ends**



THE TWEED salmon netting season has closed after yet another disappointing year and the boats laid up (above). James Reed, managing director of Berwick Salmon Fisheries Co., said that although catches had increased slightly the trout and grilse landings were very poor. This is the fourth season in succession that catches have been light.

## SHETLAND LICENCE?

A NEW PLAN to protect Shetland's white fish grounds has been accepted by Shetland Fishermen's Association.

It has agreed unanimously to back Shetland Islands Council in preparing a detailed scheme for Bruce Milian, Secretary of State for Scotland.

The scheme will be based on licensing of boats within 50 miles and a ban on boats over 80 ft. within 50 miles.

# Tow seiner sinks next trip

## 'Halifax' staying to the end

BOSTON Deep Sea Fisheries, which is pulling out of Grimsby as a trawler owning concern at the end of the year, has no plans to switch its one operational vessel to Fleetwood until the final close-down.

This announcement last week ended intense speculation that *Boston Halifax* would be transferred to Fisons and has been set up by the help of a £200,000 grant from the Highlands and Islands Development Board.

Addressing the guests at the official opening last Friday, Fisons' chairman, Sir George Burton said: "To discover a new process — in association with fish farm development — to breed and bring to the marketplace an effective cost and quality basis, fish, particularly salmon, is we believe typical of Fisons' approach to research and development."

The first harvest of Atlantic salmon will be in 1979, with a planned production of 250 tonnes of fish a year.

John Kerridge, chairman of Fisons' Fertiliser and Horticulture Divisions, is director in charge of the fish farming activity and John Maroussas is general manager.

The farm consists of ten inter-connected tanks 140ft. long supplied with sea water from four 24in. dia. pipes running out to sea.

Eight staff are employed on the site which includes an office, laboratory, foodstore, pumphouse and switch room manned 24 hours a day.

Following extensive trials, Fisons decided on a land-based system for farming Atlantic salmon with sea water being pumped ashore into tanks. Tayinloan was selected because of its good water quality and the low rise and fall of the tides, which reduces the cost of pumping water ashore.

*Zulu* 'a beauty'

A 40ft. oak and larch zulu line fishing boat has been launched at Arbroath, Scotland.

The boat was built at the Gerard Brothers yard by 14-year-old Sheena Williamson, daughter of the owner Roy Williamson of the folk duo The Corries.

She broke a bottle of champagne over her bows in front of a cheering crowd of Margaret — her own name.

She was a fisherman off the Morayshire coast before he became a TV singer.

He said: "This is the realisation of a 25-year dream. I remembered tales of the old

trawlers move on to mackerel fishing off south-west.

Of the balance of Grimsby fleet, the *Comanche* (top-end trawler at Grimsby since 1974) and *Beta* (currently being sold after 22 years) seem certain to go for scrap.

It is still hoped buyers side or outside fishing to come forward for the giant Polish-built *Boeing* and *Concord*.

Moreover, the group had plans to bring *Prince Philip* out of mothballs in October when a north-eat, Arctic licence becomes available as the Hull-based Boston freezers.

This leaves only *Phantom*'s future undecided, although the vessel is to undergo conversion to undergo conversion oil rig work.

The men were travelling back to Grimsby in a taxi to go alongside *Ada Jean* and before the 41-tonner finally settled in the sea and sank 15 miles off the Tyne.

The deck-cook of *Ada Jean*, Frank Hanson, said: "We were about 20 miles north-east of the Tyne when she suddenly started to fill with water."

"The engine room and

the skipper radioed

*Frederiksborg* to take us off."

## GOT TO START SOMEWHERE...

SIR, Your article about the Manx herring "carve-up" (Fishing News, September 1), quite wrongly stated that pleasure boats were putting to sea for herring. I would like to put this right, as my boat is the only ex-pleasure boat fishing for herring.

Firstly, she has been converted to a small trawler at a cost of expense and hard work, and the gear she carries includes drift nets, trawl net, beam trawl, dredges and gill netting.

Roy Williamson will sail her to Eyemouth. He intends to go into the sea and fish with echo sounder/ish finder.

She is a Manx-registered vessel and holds a Certificate of Registry of British Sea Fishing Vessels, with the Royal Yacht Squadron and Exclusa.

Andrew Gerrard, of the yard, said: "She's a beauty."

## LETTERS

As I am a Manx resident and fishing full-time for a living, I think it is only fair the boat should have a licence to fish herring.

I must admit I have not owned a boat for very long, but everybody has got to start somewhere.

G. NICHOLLS,

Belmont Hill,

Douglas,

Isle of Man.

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# LICENSE 'PAIR TOGETHER'

ABOUT 18 Peterhead-registered vessels took part in this season's Isle of Man herring fishery. The issuing of licences was a problem and the way they were allocated was branded 'unfair' by the Scottish Fishermen's Federation.

One local pair was not able to join in because the skipper of one of the boats had not been granted a licence. The vessels are the 86ft. *Lorenzo* and *Benvolio*.

They were bought from Fleetwood earlier in the year by skippers Arthur Buchan and Peter Ritchie and have been pair trawling together for white fish during the summer.

Skipper Ritchie was denied a licence on the grounds that he was not a traditional herring fisherman.

Skipper Buchan was given a licence, but he told *Fishing News*: "I can't pair trawl on my own. Why don't they give licences to a pair of boats rather than just to one?"

"What we would like to know is: what do you call a traditional herring fisherman?"

Skipper Ritchie said that he had been a herring fisherman for near on 20 years — ten of them as skipper. His father and grandfather had also been full-time herring fishermen, so Skipper Ritchie feels he has had an excellent grounding in the fishery.

He has not fished for herring during the last few years but pointed out that this was because he had fallen foul of another restriction. This time it concerned herring fishing in the Minches.

In 1970 he took command of the 100ft. *Illustrious* only to find a ruling was introduced to prevent this larger type of boat from working in the Minches.

Therefore, he fitted *Illustrious* out for seine net fishing and concentrated on

Below: the 80ft. *Cavaller* has started pair trawling for white fish under Skipper James McPherson. Her partner will be the wooden boat *Sustain*.

this until taking over *Benvolio* earlier this year.

Even though he has not fished for herring for a few years, Skipper Ritchie feels that his earlier experience of the fishery should class him as a traditional herring fisherman. The licences are issued from the Isle of Man.

ANOTHER unhappy

Peterhead boat owner is ex-

skipper Tommy Milne, part-

owner of the 78ft. wooden

hulled seiner *Starella*.

Three years ago her

propulsion machinery was

damaged when her propeller

Mr. Milne said that the MP for East Aberdeenshire, Douglas Henderson, is still fighting the case and has brought the matter up in the House of Commons.

THE white fish fleet based at Peterhead continues to prosper and it is quite usual for 60 boats or more to land

catches in one day.

Many seiners went through a sticky patch earlier this year, but their catches improved as the summer wore on and now a number of boats are doing very well.

On Wednesday, September

Sunbeam, which recently grossed £17,673 for 630 boxes, was built at the Richard Irvin yard in Peterhead for Skipper William Smith of Lossiemouth and both he and Kestrel work through Grampian Sea Fishing Ltd agency.

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50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago

ROYAL National Lifeboat Institution appoints Commander E. D. Drury — Inspector of lifeboats for northern district — to deputy chief inspector of lifeboats in place of late Commander Stoford C. Douglass, R.N.

SEPTEMBER 29, 1928  
PRELIMINARIES of new harbour scheme at North Sunderland Harbour, Seahouses, are going quickly. If scheme is given financial go-ahead there will always be about 8ft. of water in both harbours at the lowest level of tides.

FIRST boat in Scottish herring fleet, *Convallaria* of Banff, arrives at Yarmouth with a landing of 180 crans worth £200.

1,450 TONS — largest ever landing of salt at Yarmouth — is discharged by steamer *Curan* for Anglo-Scottish Herring Co.

DEMAND for boned kippers reaches highest ever at Fleetwood Dried Fish Co. Ltd. Production increased by 300 per cent since boned fish first introduced. Further improvements planned for modernising machines in factory.

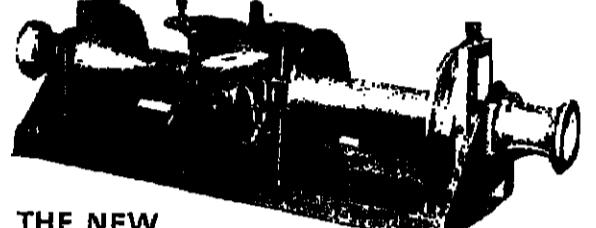
# Another 'flyer' for fishing



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FORMER fisherman Mike James of Truro, Cornwall, is producing a fast 17ft. long potting and netting dory and now has a 21-footer on the drawing board. This new model will go into production next summer.

Mike James drew on four years' experience as a skipper-owner from Cornwall he has the dories which he has called the Fastworker.

For a number of seasons he operated the 30-footer *Milward Pen*, based on a proven triple 'V' and 9oz. to 16oz. lay-up is standard.

A combination self-hauling

Spencer-Carter capstan, driven by a Briggs & Stratton

auxiliary engine via a clutch and gearbox, comes as standard if required. Hauling is via the davit mounted well forward and an open-sided block. Speed varies with the rpm of the controllable

auxiliary, but 100ft. per minute can be achieved.

Mike James says the Fastworker is a modern boat fitted out traditionally with heavy iroko gunwales and generally heavy construction.

The deck is sheathed in GRP and is then coated with sand and resin mixture to give a good non-slip finish.

Under the deck is foamed in situ polyurethane foam, which provides a buoyancy 'raft' of at least 1,500 lb. Being of a closed-cell structure, it will continue to float and be serviceable even in the event of hull damage.

The GRP hull is a well-proven triple 'V' and 9oz. to 16oz. lay-up is standard.

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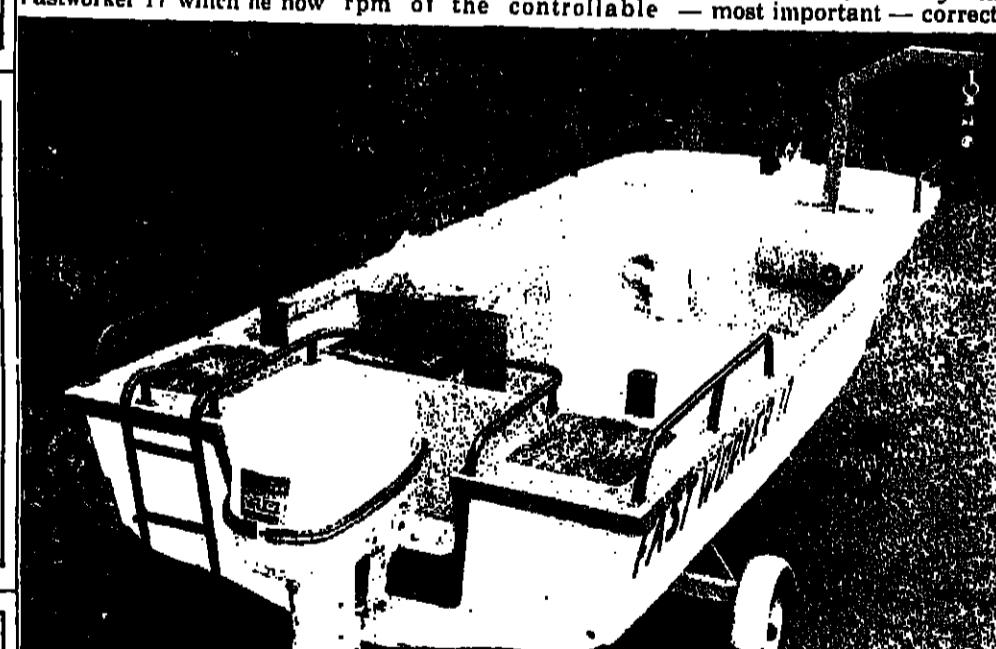
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## COLLEGE FITS OUT FISHING TRAINER

GRIMSBY College of Technology has taken delivery of a 30ft. long steel hull for students to fit out and use for fishing and navigation instruction.

Tom Kiddle, senior lecturer on ship construction and stability at the college, told *Fishing News* that mainly overseas students will be fitting out the hull.

The long hull of Hull Steel Craft won the order to supply the bars shell, which will first be used by students on ship construction courses to learn

about the installation of the engine and pipework.

Other students will be fitting out the forward cabin of the craft which will be completed to a design by Mr. Kiddle, who is being advised by skippers in the fishing gear department.

The craft will have a flush hatch on deck and a gantry for trawling will be fitted. Navigation students will use the craft as she will have a chart table and compass on deck.

At present the college uses a motorised lifeboat for

fishing instruction in the docks and river. It also has a 30ft. long model of the Grimsby trawler *Defiance* which was built at the college, on a proper design and planning routine as a yard work.

The new boat is a long term project and students are expected to take about one year to complete her.

One 37-footer has been delivered to Iceland by Hull Steel Craft and she has an aft wheelhouse / cabin, Ford engine and steering gear fitted.

# SHALLOW BOATS GOING NORTH AND SOUTH

THE CORNWALL-based boatyard Trevee Marine says it has put its GRP hull moulding staff on shift work to cope with new orders which include nine 25-footers.

Boats sold in a three-week period will go to ports from the Channel Islands to the Outer Hebrides, as well as to more local harbours. The fairly shallow-draughted hull (2ft. 6in.) was designed by Denis Swire and has a beam of 8ft. 9in.

More sales of the firm's Gary Mitchell-designed 15ft. 6in. Cove Boat have been made and Trevee has supplied its seventh to Penberth Cove, near Lands End.

The latest launching was at St Ives. The boat was a DS 25 hull — supplied part-complete with gunwales — and fitted out by the owner.

The launching was traditional from the lifeboat slipway in St Ives and only children and the owner of the boat were allowed on board for the first trip around the bay.

The next scheduled launching is this week. Another DS 25 completed by Trevee will be used as a stern trawler from Lowestoft. She has a traditional mahogany wheelhouse, watertight decks, and extensive equipment including Trevee's new hydraulic winch equipment together with a gantry, Seavoice radio and Depmer sounder.

Trevee's agents in Jersey, last month three boats were delivered to Gorey Yacht Service in Jersey at the same time. Two DS 25 hulls and one Cove Boat hull were Gorey's first transaction with Trevee.

One DS 25 was stacked inside another, with the Cove Boat inside that. The hulls

were all well packed with foam and carpets, and arrived in excellent condition at Jersey.

Trevee Marine is now the sole agents for a range of line and pot haulers which are competitively priced. The gear is proving to be very popular with full time fishermen all over the country.

Boats are custom-built and individual requirements can be met. Price is £1,385 and an outboard is bought with the boat. Mike James will supply and fit the remote controls free.

The boat now under construction is for salmon netting in summer and prawn creeling in winter. Her owner is Sandy MacLachlan of Dart Appin, Argyll.

He is very confident that with the 55hp Yamaha ordered, the Fastworker 17 will be able to work his 50 creels without problem.

Robert Easingwood ordered a GM 44 to be fitted out at the Arbutnott yard, Montrouge. She is to be an aft wheelhouse trawler/potter.

Recently John and Walter Easingwood had been looking for a second-hand boat to buy after being turned down for a White Fish Authority grant on a new wooden 48-footer.

Their present stern trawler *Norwood* is eight years old, but the WFA is only giving grants to replace boats older than ten years.

Cygnus now has six GM 44 craft on order.

Gweek Quay Boatyard and she is fitted to White Fish Authority specifications.

Skipper Round named the boat after his late father, Geoffrey Round, who was also a fisherman.

Another GM 26 craft has joined the Swanage fleet to replace a boat written-off at her moorings.

Klondike grounds survey offer

AN OFFER to chart the Klondike area off the Hebrides has been made to the MAFF by Sonar Marine of Ashford, Middlesex.

The offer came in response to appeals by local firms to have the area — once a prolific ground for Fleetwood trawlers — to be newlycharted to prevent heavy losses of gear. Numerous new snags have cropped up on the ground since it was fished extensively by Fleetwood trawlers.

Sonar Marine's survey manager, Bill Payne, said he gained the impression that there was no money for the project at present, but it was possible that there might be in the future.

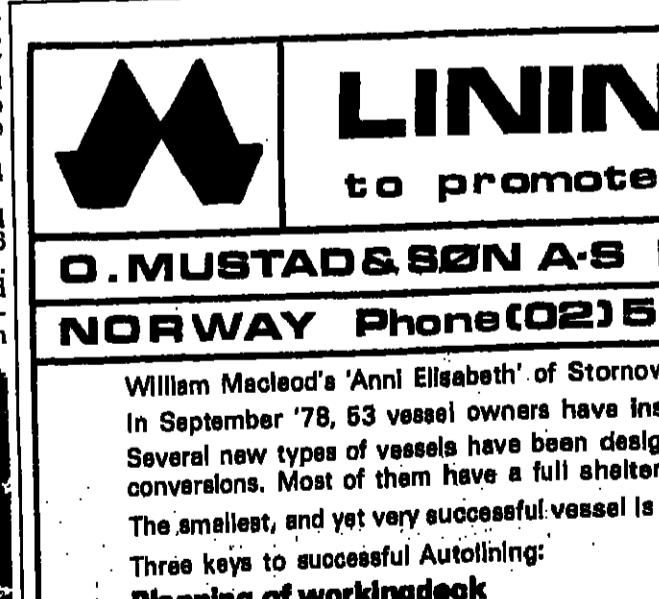
The firm uses the former Marr-owned Fleetwood freezer Criscilla mainly for North Sea oil survey work, but she is also capable of doing a charting survey.

## Shield in doubt

ALTHOUGH monthly lists of placings in the 1978 Hull Distant-Water Challenge Competition are still being drawn up, only one ship in the class is operational.

Only fourteen vessels figure in the latest table, latest positions with previous Newton's C. S. Forester, places in brackets.

Position	Vessel	Kits landed	Points
1 (1)	C. S. Forester (Newton's)	16204	32811
2 (2)	Westella (Marr)	12893	25884
3 (3)	St. Dominic (Hamling)	10514	22822
4 (4)	Somerset Maugham (Newton's)	11317	21904
5 (5)	St. Giles (Hamling)	9482	21809
6 (6)	Ross Sirius (BUT)	8857	20278
7 (7)	Arctic Cavalier (Boyd)	9000	19883
8 (8)	St. Gerontius (Hamling)	7908	16887
9 (9)	Arctic Vandal (Boyd)	5245	12783
10 (10)	Ross Altair (BUT)	4301	10011
11 (11)	Lord St. Vincent (BUT)	3288	6572
12 (12)	Arctic Rebel (Boyd)	1137	3289
13 (13)	Ross Orion (BUT)	703	1972
14 (14)	Loch Eriboll (BUT)	564	1391



William Macleod's *Ann Elizabeth* of Stornoway is the first UK Autoline. In September '78, 53 vessel owners have installed or ordered Autoline. Several new types of vessels have been designed and built for Autoline, but the majority are conversions. Most of them have a full shelterdeck to protect crew and equipment. The smallest, and yet very successful vessel is M/V *Nyraff* (52. feet) of Kristiansund, Norway.

Three keys to successful Autoline:

Planning of workingdeck

We can give you advice (send us a scale deck-drawing)

Crew-training

One-two men trained onboard an established Autoline — one fishing-trip is enough. We recommend factory training in onboard-maintenance. Send best-man or engineer, and we pay all training cost in Norway. William Macleod is offering to take onboard UK-trainees.

## SOUTHAMPTON REPORT



ENGINES were the main attraction for fishermen at last week's Southampton Boat Show, but there was also a number of new fishing boats.

Star attraction was the Rank-Versatility 35, a version of the GRP hull 35-footer constructed with a balsa core which does away with the need for internal framing. The craft on show is the first to be fitted out by Rank Marine at Hamble in a new co-operation venture (story and pictures soon).

With Avon-Brunel not turning up at the show with its 35-footer, the only other fishing boat in the larger size was the Mk. II Aqua-Bell 33. This craft comes under the heading of fast fisherman and the firm has made a very good job of this new version. It is perhaps too well

### FOR CLEAR VIEW AT SEA

**ШУПП**  
The world's most comprehensive range of Marine Windscreen Wipers

We have a series of leaflets giving considerable detail of all our wipers. Please write for particulars.

Our Technical Advisory Service will be delighted to suggest which of these wipers is most suitable for your particular application.

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### HAULING BY HAND?

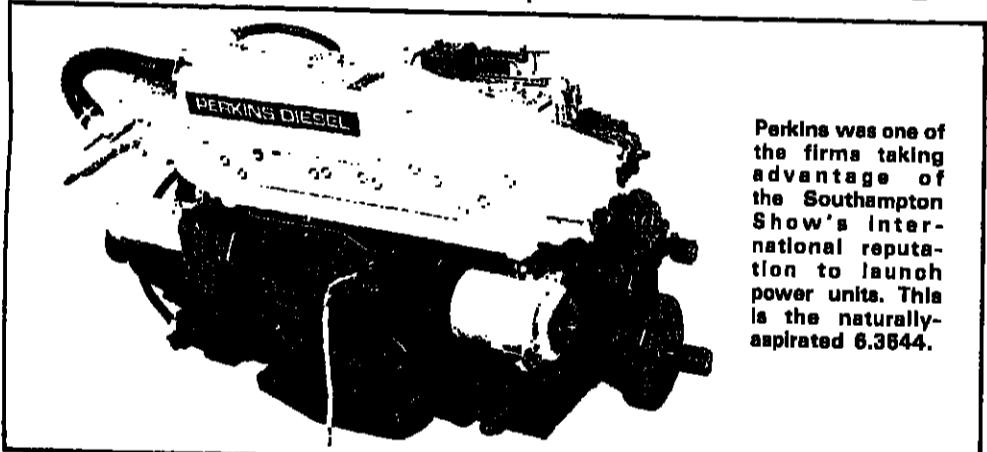
You could fish 4 times more pots or creels with our

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OUTBOARD- or INBOARD-POWERED

TRAP FISHING LTD  
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## NEW POWER AT BOAT SHOW



Perkins was one of the firms taking advantage of the Southampton Show's international reputation to launch power units. This is the naturally aspirated 6.3844.

A variety of engines are all based on a new six-cylinder engine which develops powers from 98 hp to 186 hp, the latter being the turbocharged version with pleasure craft rating. The range has been developed for better fuel economy, greater durability and higher power outputs.

Petters introduced a new engine based on the Volkswagen Golf diesel. This four-cylinder unit comes in two versions, 38 and 44 hp.

Lister has extended its range of engines upwards and at the show the main exhibit

was the turbocharged version of its six-cylinder and water-cooled diesel which produces 250 hp. Although primarily designed for high-speed craft, this engine features the quality engineering for which Lister is famous and could well prove attractive to fishing boat owners.

Mercraft has re-introduced an old favourite. Originally named the 570, its four-cylinder diesel based on the Ford engine has now reappeared as the 80.

Much of the equipment at the show was equally suited for fishing and pleasure use. There was a wide range of heaters, including several new models.

Taylor now offers a complete packaged version of its diesel and paraffin heaters which allows the owner to fit the unit himself. These are old favourites with fishermen.

New to the scene is a Swedish heater, the Aerotemp. This diesel fuel heater incorporates a fan and is suitable for a ducted hot air system.

Optimus, which has a long

reputation in cookers and

heaters, have introduced

new ranges of stoves and

ovens for the marine market.

Above: combined stove and oven from Optimus. The firm introduced several new models.

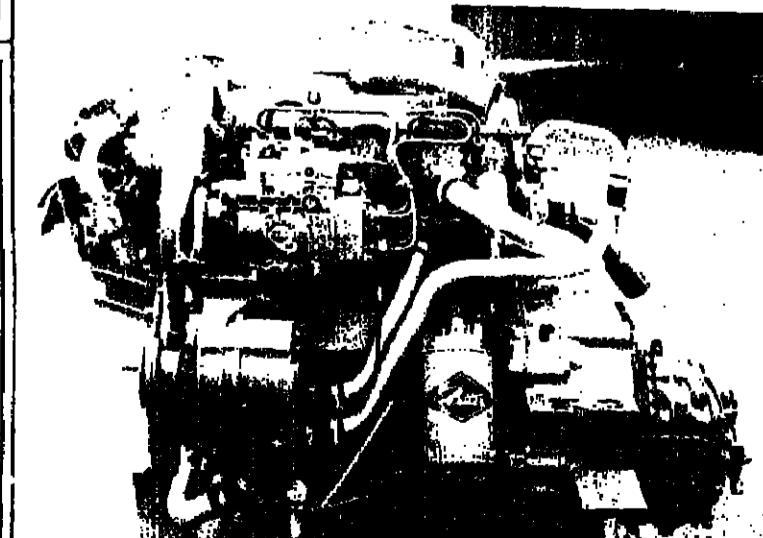
Above right: the Aerotemp heater uses

diesel fuel and is made in Sweden.

Right: Lister's new 280 bhp diesel has a

front power take-off able to handle 75 per

cent of engine power.



Petters' new four-cylinder diesel first seen at the show. The firm recently clinched an export order for 180 of its 22.6 hp air-cooled units.



Above: combined stove and oven from Optimus. The firm introduced several new models.

Above right: the Aerotemp heater uses

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Right: Lister's new 280 bhp diesel has a

front power take-off able to handle 75 per

cent of engine power.

### Brave Bear

#### Isle trek

SKIPPER Leonard James Savage — whose death at 67 was reported in *Fishing News* last week — will probably be best remembered for his part in a famous rescue.

The rescue involved the crew of the Grimsby trawler *Isle* which had grounded off Bear Island in the 1930s.

Due to the conditions and the seas running at the time, the stricken vessel could not be approached from the sea and Skipper Savage, then in *Lady Rosemary* of Hull, played a prominent part in rescuing the Grimsby crew by an overland journey across Bear Island in atrocious weather. They hauled the Grimsby crew to safety up a cliff.

They had very little in the way of protective clothing or rescue equipment. The round journey was of several miles in almost complete darkness and freezing gales and their efforts were recognised by awards from the UK Mutual Trawler Owners' Insurance Co.

However, Castletownbere

fishermen told our Irish cor-

respondent that the Spaniards were using the project to get into Irish

waters. Until Irish fishing

fines were increased from £100 to £1000 the Spanish

had lost interest in the

proposal. Indeed, claimed the

fishermen, they had positive-

ly indicated that they had no

further interest.

Suddenly, when the fines

shot up, they were interested

again.

Castletownbere fishermen

hadly need processing

facilities. At present the

nearest plants are 120 miles

away and fish quality can

deteriorate on the way, with

consequent loss of price.

Pescanova's proposal to set

up a fish processing plant

for Weymouth, Dorset, is to be fitted

by the Small Boat Co.

Local skipper Chris Pett, who works

on a wooden 26-footer, has ordered the

boat and the hull is due to be delivered

this week from Freeboard Marine.

The Small Boat Co. of Weymouth is

to complete most of the fitting out work

and she will have a small forward

wheelhouse, two berths and a stern

gantry.

No decision has been made on either

the winch or the main engine, but a

diesel of around 180 hp to give her a

speed of over 10 knots is expected to

be fitted.

The firm has fitted out three of these

Freewards hulls for local fishermen

who can use them to round Portland

Bill and undertake 36-hour trawling

trips.

Hulls are supplied to Lloyds stan-

dards and are fully framed. Dimen-

sions are: overall length, 35ft; beam,

18ft; and draft, 4ft. The boat for Chris

Pett is due for delivery at the end of the

year.

### Same again

BOTH the president and vice-president were re-elected at the annual general meeting of Lowestoft Fishing Vessel Owners' Association earlier this month. President is Aubrey Moore JP and vice-president, Mr. H. G. Sims.

## OYSTER SIZE LIMIT 'YES'

SUSSEX Sea Fisheries District has been granted permission by the Fisheries Ministry to enforce a by-law limiting the size of oysters caught to above 2in.

The by-law also limits oyster catching to the period between November 1 and April 30. No person can dredge for oysters between May 14 and August 4, except for cultivation.

Sussex chief fishery officer, Jim Howell, said the by-law was needed to protect new oyster beds which could start spontaneously from oysters which drift from beds in the Chichester Harbour Conservation area and, also, those recently laid down at

present. The new by-law would increase this by 1in. It would also mean no white-footed crab could be landed.

boats of its own and buying fish from Irish trawlers.

However, after a meeting in Castletownbere with representatives of the firm, local fishermen said that the Spanish intended to bring in at least nine boats and probably more, and to provide only 38 local jobs with none of the badly needed fish processing facilities.

One proposal put forward by the Spanish was for six trawlers over 100ft long, with a further six licences to be granted at a later date.

Castletownbere fishermen's Co-op said in a statement that this effectively ruled out participation by their members, as six Spanish trawlers each with a capacity of 21 tons a day would more than meet the plant's requirements.

At a press conference in Castletownbere the chairman of the co-op, Pat Murphy, told our Irish correspondent that the Spanish are now aiming for a transhipment centre.

It is obvious to us that Spaniards, who have been left out in the cold by EEC fishery rules, are using this project to get into our waters through the back door.

The fact that they now envisage only 38 jobs is ample proof of their intention to use

AN EARLY start to mackerel fishing has been made by Skipper Frank Wilson in the Fleetwood stern trawler *Eironva*.

She has been working mackerel off the west of Scotland and landing catches at Scottish ports. She will head south with other Fleetwood-based J. Marr and other Boston vessels to work the south-west grounds.

The small J. Marr stern trawlers *Idena* and *Norina*, which have been white fish pairing, will soon be single-boating on mackerel. Their sister ships, *Armona* and *Noreena*, are expected to commence pairing until the winter when they will probably go single-boating for white fish.

Lucas Marine has introduced a new range of navigation lights to conform with the new IMCO regulations and it has also added to its wide range of electrical equipment designed for small boats.

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Right: Lister's new 280 bhp diesel has a

front power take-off able to handle 75 per

cent of engine power.

At present crabs of 4in.

can be landed. The new by-

law would increase this by

1in. It would also mean no

white-footed crab could be

landed.

Brighton Marina.

The SSFD is waiting to

hear whether the Ministry

has approved its application

for a by-law to protect crabs.

This would bring present

regulations governing the size

of crabs allowed to be caught in line with neighbouring

fisheries districts.

Jim Howell, said the by-law

was needed to protect new

oyster beds which could start

spontaneously from oysters

which drift from beds in the



